Fresh coses of bungling in the MBBS, MD and MS entrance examinations of Delhi University

216. SHRI RAM CHANDRA BHARADWAJ: Will the Minister of EDUCATION be pleased to state:

(a) whether it is a fact that there have been fresh cases of bungling in the Delhi University in the M.B.B.S. and MD./M.S. entrance examinations this year;

(b) what are the reasons for such irregularities being committer every year;

(c) what steps are proposed to be taken to streamline and overhaul examinations branch of the Delhi University; and

(d) whether there is any proposal under Government's consideration to hand over the task of holding entrance examinations to the U.P.S.C. or some other independent agency; if so, what are the details thereof?

THE MINISTER OF EDUCATION (SHRI K. C. PANT): (a) and (b) According to the information furnished by the Delhi University, some mistakes had occurred in the computerisation of the results of the screening test for admission to MD/MS Courses this year. The discrepancies came to notice while rechecking the fcesults of some candidates who had applied for rechecking. Eventually, all the results were manually rechecked and the results so obtained, were notified as the final results. No irregularities have been reported in respect of Entrance Test for MBBS Courses conducted this year.

(c) According to the University, the Examination Branch is not involved in the discrepancies in the results of the Screening test and, therefore, the question of streamlining and overhauling the Examination Branch of the University for this purpose does not arise. The University would however, consider what further steps need to be taken to ensure that such discrepancies do not occur in future.

(d) No, Sir.

Accidents involving D.T.C. buses

217. SHRI RAM CHANDRA BHARADWAJ: Will the Minister of SHIPPING AND TRANSPORT be pleased to state:

(a) what is the number of persons killed by DTC buses in the capital, both by DTC buses and private buses operating under DTC during 1983-84, and first six months of 1985;

(<b) what punishment has been awarded to the erring D.T.C. staff and the staff of private buses under D.T.C. operation;

(c) what compensation has been paid to the victims of D.T.C. buses during the above period; and

(d) what instructions have been issued by the D.T.C. both for staff of D.T.C. and the public to avoid accidents?

THE MINISTER OF STATE OF THE MINISTRY OF SHIPPING AND TRANSPORT (SHRI Z. R. ANSARI):

(a) The relevant information is as under:—

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Year	Avrage No. of buses operated	Accident rate per 1,00,000 kilometre	No. of persons killed
I. *D.T.C. Buses*:			
1983	3330	1.61	226
1984	3421	1.63	229
Jan–June, 1985	3435	1.50	126
II. *Private Operators' Buses under DTC* :			
1983	720	N.A.	N.A.
1984	910	0.95	68
Jan–June, 1985	1099	1.01	35

(b) The cases against drivers, whether DTC driver or Private Operator's bus driver, involved in fatal or serious accidents are registered by the Police and the punishment to such erring drivers is as per judgements of the Courts of Law. DTC has terminated services of 29 drivers involved in accident cases.

So far as Private Operators' buses under DTC are concerned, in the event of any fatal accident, their operation is suspended and is restored only when the erring driver has been replaced.

(c) The amount of compensation paid is as under :—

Year	Amount Paid (Rs)
1983	58,91,090.75
1984	25,03,069.85
Jan.–June, 1985 . .	14,38,658.47

(d) The drivers are instructed to observe a speed limit of 40 KM PH and to observe traffic rules. The commuters through short slogans painted in the buses are advised not to travel on footboard or to board or alight while the bus is in motion. Besides, suitable instructions regarding observance of traffic rules and other conditions for avoidance of accidents are also issued through mass media.

Apart from the instructions to the drivers and the public, the DTC also taken following steps to reduce the accidents:—

(D' To ensure deployment of properly trained drivers, only persons with a minimum of three year's experience of driving of heavy vehicles are recruited.

(2) Before the drivers are given line duty they are imparted special training in DTC Training Schools in relation to safe driving and route acquaintance.

(3) Special squads have been deputed to check both the driving habits of drivers on line and control over-speeding. Drivers with faulty driving habits are withdrawn or sent to the Training School for refresher courses.

(4) Every effort is made to improve the maintenance of vehicles.

(5) The drivers are regularly acquainted with the traffic rules and other road safety measures through films, slides and other audio-visual methods with the help of Traffic Police authorities.

(6) An incentive scheme has been introduced where by the drivers with accident-free records during the quarter are given a cash reward which progressively increases with every quarter.

Erratic supply of power in Delhi

218. SHRI RAM CHANDRA BHA RADWAJ: Will the Minister of IRRI GATION AND POWER be pleased to state:

(a) whether it is a fact that there has been erratic supply of power in Delhi during the summer of 1985;

(b) if so, what were the main reasons for frequent power failures or non-supply of power;

(c) whether it is also a fact that the industries in Delhi have also been asked to observe five day week to save electricity;

(d) if so, the estimates of production loss; and

(e) the measures taken to ensur« regular supply of power to Delhi for commercial as well as domestic use?

THE MINISTER OF STATE IN THE DEPARTMENT OF POWER (SHRI ARUN NEHRU): (a) and (b) The power supply in Delhi has been,